

YORKSHIRE WATER AUTHORITY
SALMON AND FRESHWATER
FISHERIES BYELAWS

WHEREAS under the Salmon and Freshwater Fisheries Act 1975 the Yorkshire Water Authority has made a byelaw amending byelaw 22 made in 1967 in order to enable permission to be given by the Authority (either conditionally or not) for the removal of fish from waters in which they have been artificially propagated and reared. NOTICE is hereby given that the Authority intends not earlier than one month after the publication of this notice to apply to the Minister of Agriculture, Fisheries and Food for confirmation of this byelaw. A copy of the byelaw is deposited at the Authority's office at West Riding House, 97 Alton Street, Leeds LS1 5AA. A copy will be furnished to any applicant at that address without charge and will be posted on receipt at a 7p stamp. Within one month from the publication of this notice any person may object to the confirmation of the byelaw by letter addressed to the Secretary, Ministry of Agriculture, Fisheries and Food, Fisheries 16, Room 246, Great Westminster House, Horseferry Road, London SW1P 2AH. It is requested that a copy be sent to the under-signed.

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fishing news

July 22, 1977

No. 3337

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15p

**MIRLEES
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Bar on
board
trawler

AN ATTEMPT to control drinking on board trawlers is to be made by fitting a bar on a Hull vessel. British United Trawlers has agreed to put a purpose-built bar in the crew's quarters on one of its freezer trawlers.

This move follows a suggestion made by the Department of Trade Working Group on Discipline, which investigated the problems of drinking in the fishing industry.

A BUT spokesman told *Fishing News* this week: "We have agreed to set up some bar facilities for beer drinking on one of our freezer trawlers within the next three or four months for a trial period to see how it goes. So far we have not yet decided on the trawler concerned."

"There will be an officer in charge at all times the bar is open and there will also be a total limitation on all drinks to individuals," he added.

HUMBER FEUD

THE HUMBER fishing ports are deeply split over claims made in Grimsby last week that for investment purposes it should be regarded as the major fish port of the future.

This has led to the withdrawal of the Hull Fish Merchants' Protection Association from the Federation of British Wholesale Fish Merchants' Association. And skipper Tom Nielsen, secretary of the Hull Trawler Officers' Guild has described Grimsby's claim as "bloody cheeky".

The statement — leaked in Grimsby (*Fishing News*, July 15) by the town council, fishing vessel owners and merchants — has been sent to the government saying that there is an "unchallengeable" case for Grimsby to be regarded as the port of the future.

"It was bloody cheeky for Grimsby to suggest its own improvement at Hull's expense," said Skipper Nielsen. Grimsby had been prominent, he added, especially as fishing policy has not yet been en-

Row over Grimsby
as 'premier' port

nounced by the government. It was the worst possible time to stir up a war between the two ports, pointed out Patrick Wall, M.P. (Haltemprice). With the whole of the fishing industry facing a serious threat, Mr. Wall said he was surprised that Grimsby should take such counter-productive action.

Commenting on the decision by the Hull merchants, Mr. S. Ellerington, president of Hull's F.M.P.A., told *Fishing News*: "It saddens me that Hull should leave the federation as two years ago I had the honour of being its chairman. But we have no alternative."

"It is obvious we cannot sit alongside fellow members of the

federation who are dedicated to our destruction as a port."

Discussing the report, in which Grimsby said that there was no possi-

ble way Hull could survive as a major fishing port, Mr. Ellerington remarked: "This is the voice of

Continued on page 16

GRIMSBY is transferring two freezer trawlers to Hull — leaving only six in the South Humberside port. This follows the recent announcement by BUT that the Grimsby freezer trawlers *Conqueror* and *Defiance* will work only home waters, starting with mackerel on the south-west grounds in September.

Conqueror left Grimsby on Wednesday after discharging her last distant water catch and *Defiance* is expected to follow suit when she returns in three weeks time.

This reduces the BUT and Grimsby freezer fleet to just six vessels (including three secondhand ones of Hull).

It also goes some way towards restoring the strength of the BUT freezer fleet at Hull. This has been depleted recently by two sales, one on charter and three due to leave soon for Australia.

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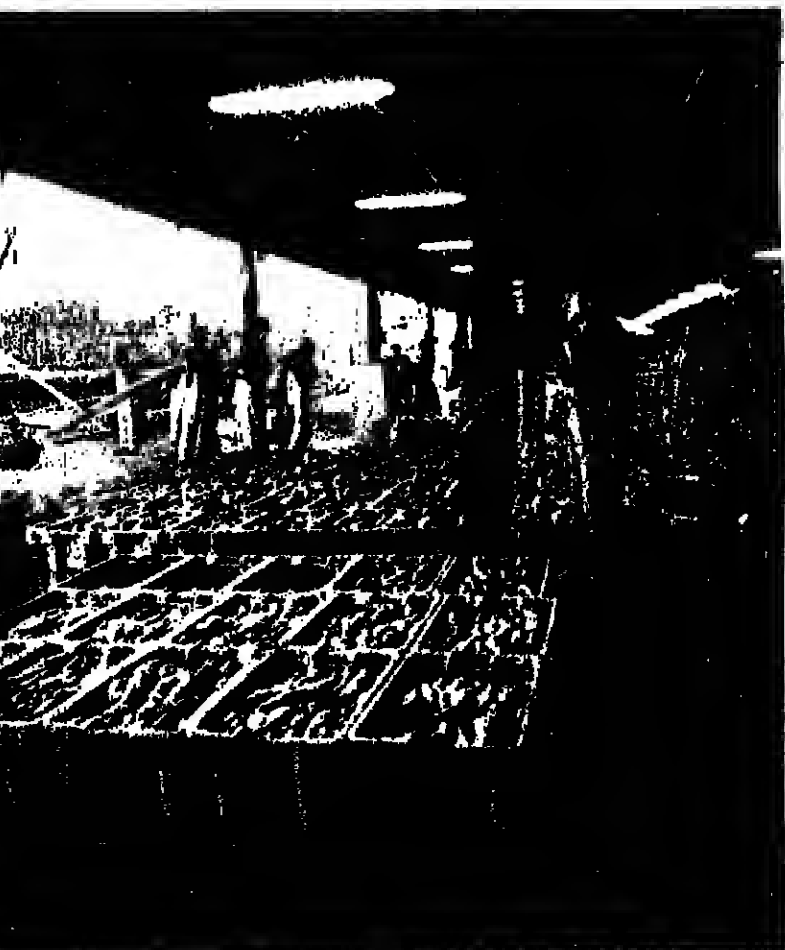
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Britain's top trawlermen rely on Shell to help them bring home consistently fine catches. And once in port, they look to Shell again for the on-the-spot servicing today's trawlermen need.

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Market pushes
out the boat

BILLINGSBATE has made no great effort to celebrate the Jubilee, the market organisation. True there have been individual Union Jack bawlers and patriotic bow ties but it was left to the Shellfish merchants to demonstrate what the market can put on when it tries.

The occasion was the Jubilee Tideway Dinghy Race, when a field of some 280 boats roared in a flurry of red, white and blue sails from Putney to the Tower of London and back. And what should be more natural than that their mid-rece refreshment should be provided by Billingsgate, standing as it does, hard by the Tower.

In the Tower Moat, happily drained a hundred years ago and now beautifully grassed, six firms set up stalls to serve the six hundred odd competitors and race officials with some of the market's finest products.

Each stall had on offer jellied eels, prawns, whelks, mussels, cockles and that great oyster delicacy, smoked meerkel. The general organisation was in the hands of that easily distinguishable figure, Mr. G. R. Watkin, Chief Inspector of the Fishmongers Company, who appeared to have dragged his entire family into an all night roll-buttering operation to provide the 800 rolls required.

Mike Staarn of Baxter's, not only ran a stall but had been responsible for much of

the market organisation. Lynn & Gibson's advertised their presence with emblezzed tee-shirts while the two Terrys, Bloomfield and Howard of A. W. Butler's, each had their stalls. Mick's Jellied Eels and Len Hart had the other two stands.

The consumers were obviously delighted with the marvellous spread provided and, sprawled on the grass in the sunshine they thoroughly enjoyed it and were vocal in their thanks.

And what rewards to Billingsgate?

Firstly there was the very human one of making a lot of people happy. Secondly there was a very good public relations exercise of introducing a lot of people to varieties of fish that perhaps they had rarely encountered before. The third was purely personal — Young Brewery did provide gellies and gellons of excellent beer — straight from the wood.

Robert Grant.

'Comanche' back

THE BOSTON Group at Grimsby has put its distant-water wet fish trawler *Comanche* back to sea. Top earning freezer at Grimsby in 1974, she had been laid up since mid-April.

Unhappily, on the debit side, Boston's have been forced to withdraw from fishing for an indefinite period, its 21-year-old distant-water freezer, *Belgaum*.

HUMBER PORT OF
THE FUTURE

Grimsby stakes its claim

THERE IS an "unchallengeable" case for Grimsby to be regarded as the major British port of the future. It has all the assets to take advantage of the changing pattern of fishing.

This is stated in a report published this week entitled, *Grimsby — its future as a major fishing port*. A joint document, produced by Grimsby Borough Council, Grimsby Fishog Vessel Owners' Association and Grimsby Fish Merchants' Association Ltd., it illustrates the versatility of the fishing fleet, and capability of the port to handle it.

With the contraction of distant water fishing, it is pointed out that Grimsby is not wholly dependent on this type of operation. There is a large fleet of middle-water, near-water, seine-net and inshore vessels based on the port.

A decision on the future pattern of fishing is urged, so that capital investment by

the industry can be decided.

The report notes, however, that some indications of the change in fishing is already clearly shown by the decline of wet fish distant water fishing. In tandem with this has been a gradual increase in the number of smaller trawlers, seine-netters, pair fishers, multi-purpose boats and inshore vessels.

The development of these fleets, states the report, will be greatly influenced by a 50-mile exclusive limit for the UK plus a possible EEC conservation policy for outside waters. Financial support from the Government and the EEC will also be needed to help restructure the fleets.

Among the advantages listed for Grimsby is that the port is already well on its way



RETIREE Peterhead fishermen before setting off for their annual bus outing to Perth last week. On the return journey visited Abroath and Montrose. Accompanying the veterans was superintendent James Ralph of the local branch of the National Union of Deep Sea Fishermen.

Support for ban

SURPRISE backing came for Britain's North Sea herring ban at the EEC agriculture ministers meeting in Brussels on Monday.

There was little progress, however, on British demands for a 12-mile exclusive limit

with special reserved areas out to 50-miles.

Resistance to British limit demands seems to be hardening up. As a result, Minister of Agriculture and Fisheries John Silkin backed his complaint about inflexibility on the part of the Community,

with a threat of unilateral action on limits.

After fierce opposition to the herring ban, agreement was finally reached on a show of hands, with Denmark outnumbered eight to one. With the ban running until September 15, it was also agreed to begin industrial fishing for herring indefinitely.

Landing of industrial herring caught outside EEC waters is also to be barred at Community ports. Customs duty on imported herring consumption has been dropped.

Mr. Bruce Millan, secretary of state for Scotland made it clear, after the Brussels meeting, that Britain would be within its legal rights to continue the herring ban after September 15, if there was no further agreement.

He said that re-opening the grounds, even for a short time, would damage spawning stocks.

The EEC Commission will now be approaching Norway and Sweden in an effort to get them to stop herring fishing off the Skagerrak. This would seriously affect the Danish fleet which has been heavily fishing the area over the past few weeks.

As a further conservation measure, fishing for Norway pout off the north east coast of Britain between latitudes 58°N and 60°N and longitudes 0°W and 4°W is banned from September until October 15.



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£435,027 YEAR BY TOP SEINER

SKIPPER David Smith's 80ft. Aberdeen-based seine netter Argonaut IV has earned a massive £435,027 for her first year's work.

This total was reached last Friday when the steel-hulled boat put ashore a 433-box catch which sold for £7,652.

Skipper Smith told Fishing News: "We've had a remarkable year. I can't believe it myself."

He attributes the fantastic achievement to perseverance and team work among his crew, also to the boat which has had no difficult teething problems since her delivery from the Campbelltown Shipyard on July 17 last year.

"I've a good crew," he said. "One man has been with me for 19 years". Skipper Smith also said that his brother Robert, who is a part-owner of the boat, has acted as relief skipper during the year.

Skipper Smith said that the fish price explosion of the past year has helped the majority of inshore boats to do very well.

"But we're worried about the years to come," he said. "There's no doubt about it, fish are getting scarcer — and a good bit of our future depends on getting access to Norwegian waters."

"It's in the interests of Scottish seiners that we should make

some kind of reciprocal agreement with Norway."

Argonaut IV is Skipper Smith's first steel-hulled vessel and he said: "She is a nice little seahunt."

The Campbelltown 80 craft is powered by a Caterpillar 686 b engine and her equipment includes Northern Tool and die, Itapp power block, Fibreglass hydraulics rope reels, plus two and Furuno echo sounders.

Skipper Smith pioneered the use in Scotland of rope reels, the gutting shelter aboard the previous command, Argonaut II. Before that he introduced the power block with his Argonaut II.

Burns man air-lifted

A FIRE which broke out in the engine room of the Luvostoft side trawler *St. Vincent* on Wednesday last week injured the chief engineer.

John Day (41) had burns on his arms and legs when he was taken off by a Danish helicopter and flown to Esbjerg for treatment. He is a married man with five children.

"There was a lot of heat and the engine room was completely battened down," said a spokesman for owners, the Colne Fishing Co.

"Another of our vessels, *St. Luks*, stood by until the engine room was opened up again," he said.

St. Vincent later sailed for home under her own power and reached Lowestoft on Thursday last week.

St. Vincent, skippered by John Peak, has a ten-man crew and had started the trip the day before the fire.

Jackal's day is coming

GRIMSBY'S one-time record breaking middle water trawler *Ross Jackal* could be back fishing fairly soon after a six-month lay-up.

The BUT-owned 130-footer has had engine trouble, but was due to go on trial this week. There is still no news of BUT's other Grimsby water fish 'casualties' and, although some work has been done on the distant water trawler *Ross Kondohor* and the middle water trawler *Ross Ganet*, the future for *Locomo* looks bleak. She has been laid up for over two years.

Ready for the off

SCOTTISH herring fishermen are expecting to start on their west coast quota next Monday. There was a sense of relief at the withdrawal of the Irish reserve on the quota allocation for the grounds worked out by the EEC.

A record price of £88.20 for 100 kilos was paid at Ayr for herring last Tuesday. A Russian factory ship anchored off Ayr last week to Monday 80 tons of mackerel.

Surprise tunny

A TUNNY fish — the first caught off the Yorkshire coast for many years — has been landed at Bridlington.

The fish was caught in salmon nets laid by Fred Wainwright, coxswain of Bridlington lifeboat.

Tunny fishing used to be a popular sport until the 1950s, but since then none had been caught and the British Tunny Club disbanded.

Mr. Wainwright's tunny weighs only a few pounds, compared with fish weighing several hundred pounds when the sport attracted fishermen to Scarborough. They went out in hired boats for two or three days at a time and medals were given for the largest fish, some of up to 600 lb.

Bob Ibbotson of Flamborough, a governor of the Fisheries Organization Society, said tunny used to be found off the Yorkshire coast when herring were plentiful. They lived on the shoals.

Cod goes sky high £65 A KIT

LARGE North Sea cod soared to well over £60 per 10-stone kit at Grimsby on Monday as an acute shortage of quality cod stamped merchants into a succession of record prices.

On a rising market, the Danish seiner *Judith Maidorff* hit a new Grimsby high of £65 per kit.

Several local seiners also topped £60, including *Arcona Bay*. She even made £82 for small shelf cod.

Limited supplies of middle and distant water cod from

two trips also sold well at £40.

On Tuesday, with landings down to a critical 1,200 kits, the middle water trawler *Ross Kelly* also topped £60 for cod at a very hectic market.

On Wednesday the National Federation of Fish Mongers was quoting the average price of cod fillets as 88p per lb. in the fish shops.

Repair firm to close

THE DECLINE in Fleetwood's fishing fleet in causing one of the port's oldest companies to shut.

Bill Newton, director of shipwrights R. Newton and Sons which was founded in the 1800s, said: "There's just not enough work in Fleetwood for the company."

The firm would probably go into voluntary liquidation, he said. The staff had been given redundancy notices.

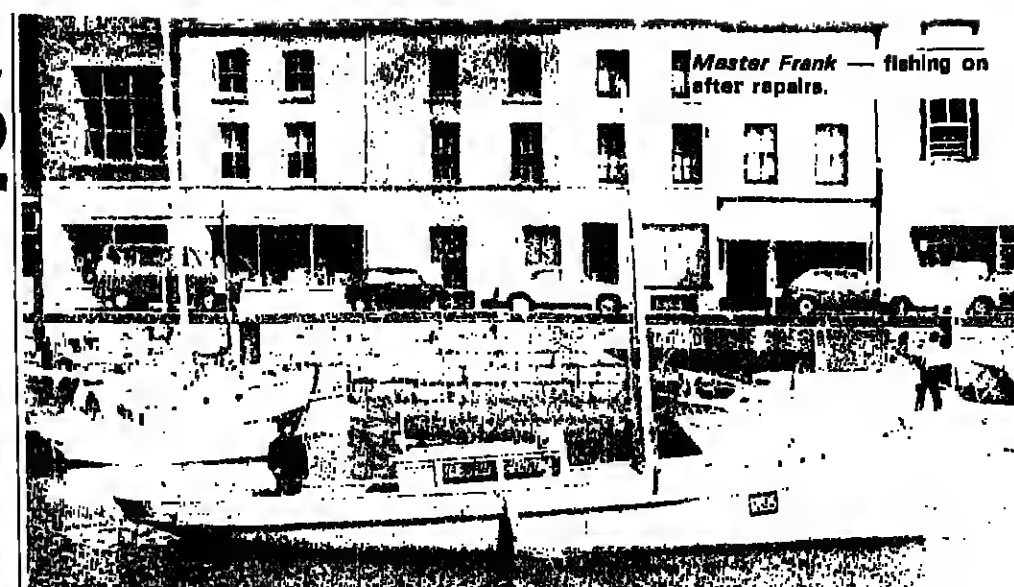
Newton's was founded in the 1800s by Robert Newton, grandfather of the present head of the firm. Bill Newton (73) took over the firm at 18 after the death of his grandfather. He said that over the years the firm had concentrated on work for the Admiralty and trawling industry.

"Nowadays," he said, "there is a little work going from the Admiralty and the nature of the fishing industry has changed so drastically."

At one time the company maintained more than 150 trawlers at Fleetwood but, recently, this had fallen to five or six.

"We have no alternative other than to stop operating. But after more than 65 years with a firm it is a terrible heart-wrench to see it go."

The firm once employed up to 200 men, but this has dwindled to under 20 with the contraction in the fishing industry.



Smack, 84, works on

THE OLDEST fishing vessel in the Isles of Man is being refitted again following a collision.

The 38ft. smack *Master Frank*, built at Ramsey in 1893, was moored in Douglas harbour some months ago when the former Fleetwood inshore trawler *Lista* collided with her causing considerable damage to the port side planking.

Since the collision the smack has been laid up awaiting a decision from the insurance underwriters.

Now, however, the 84-year-old smack is to be repaired. Skipper-owner Stephen Carter of Douglas, and local carpenter Henry Sloane, are to replace the damaged planking. She will then go long lining.

Master Frank is the last of the Ramsey-built cod smacks still fishing. At one time there was a large fleet of these half-

decked vessels sailing from Douglas and Ramsey. Fishing methods changed, however, until only *Master Frank* was left.

The long life of the smack has been attributed to the timber used in her construction. The shipwright, n Cleator Duggan, used Manx chestnut for the frames because of a shortage of oak. It appears that the chestnut has proved superior, as the oak-built boats have long since disappeared.

Master Frank was originally launched for a Whitehaven owner and registered 63 WA.

In 1905 she was bought by the Kinnin family of Ramsey and re-registered RY 95. The vessel remained in their ownership for over half-a-century, during which time it was one of the most successful line boats in the island.

Originally rigged as a gaff cutter, the smack is at present

powered by a 3-cylinder Russell Newberry diesel. The vessel remains in virtually original condition.

The Manx Museum had a scale model of the smack constructed some years ago when it was thought the vessel might have to be broken up. However, the present owner intends to re-rig the smack, so the future for this old lady seems secure.

Promotion move

PETERHEAD'S assistant fishery officer for the past five years, Stewart McKerracher, has been promoted to fishery officer at Aberdeen. He took up his new duties this week.

He was employed with the export sales department of Ross Fish, Aberdeen, for four years before joining the service.

For those who know the sea . . .
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the 1st-Prize winners of

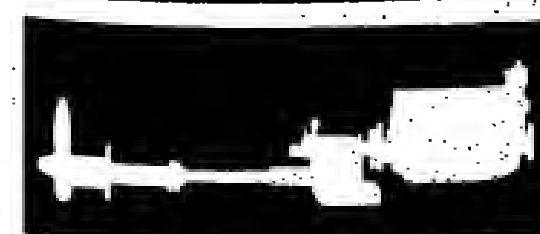
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GROUP 2 ● TOM PAUL in JB

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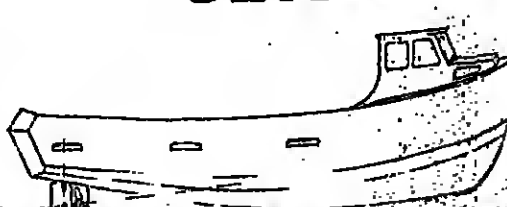
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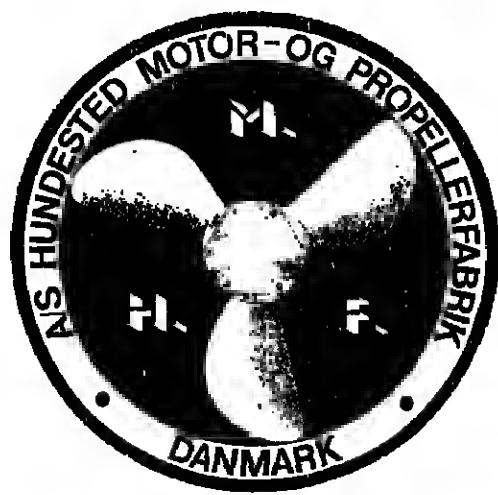
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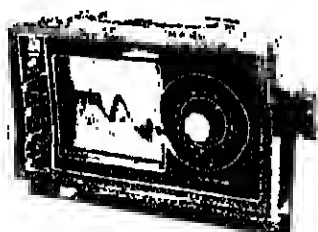
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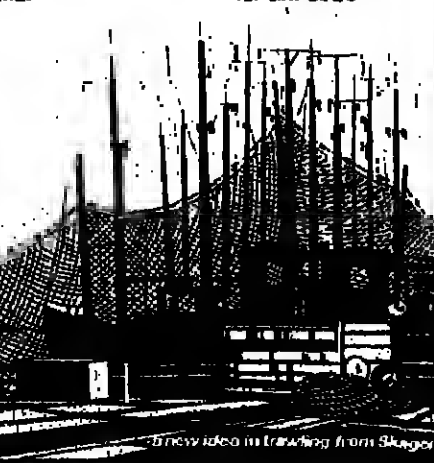
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STARRING ROLE FOR CORNISH SKIPPER

CORNISH skipper and preacher, Bobby Jewel from Porthleven, drew his biggest-ever congregation on Tuesday night. And his message contained a grim warning about the threat to the mackerel stocks in the south-west.

A Methodist lay-preacher and the skipper of *Galiloon* working out of Newlyn, Bobby Jewel was the central figure in a documentary film produced by Westward TV called *The Lost Hunters*. This was featured late on Tuesday night on the ITV network.

The camera crew showed Bobby Jewel leading his church congregation in prayer and went with him on a trip in the 54ft. *Galiloon*.



TV star Skipper Bobby Jewel of Newlyn's *Galiloon*.

The film must have been something of an awakening for viewers anticipating a late evening potter around peaceful Cornish fishing villages. Opening to the rear of Nimrod aircraft on fishery protection patrol, the film moved on to bring home the atmosphere of the intense in-

ternational fight going on for mackerel in Cornish waters, a battle in which the fishermen look like being losers.

While there was obvious temptation to escape to the hostility between the fishermen and the sea, the film was sensitive enough to show that Cornishmen appreciate the problems of the big northern fleets and have run out of ground.

While there was little small enmity depicted in the film between the fishermen, there were fears for the stocks. Peter in the end the best conservation "was the small catches in small boats," said one spokesman.

Hawser 'catch' costing a packet...

THE 80ft. Peterhead sloop *Veracious* is having to be re-engined after being damaged at sea by a giant wire hawser earlier this year.

The vessel was disabled when she picked up the hawser around her propeller when steaming 120 miles north-east of Peterhead (Fishing News, April 29).

Her propeller, nozzle and gearbox were damaged by the hawser which is of the type used in North Sea oil work.

Last week Skipper George Forman said that, only three weeks after the boat had been repaired, the engine failed

and was found to have a cracked piston.

"I think it all comes from the overload put on the engine when we picked up the hawser," he said.

"During the three weeks after having the hawser damage repaired we lost another week's fishing time because of engine problems."

Skipper Forman said he took delivery of the Mirless

Blackstone powered *Veracious* 6½ years ago and never had any trouble with the engine prior to the hawser incident.

She is now being fitted with a new Mirless Blackstone 600 hp engine costing some £10,000. On top of this will be installation charges and loss of fishing time.

Skipper Forman believes the whole episode will have kept the boat in port for three months.

"We can get a 25 per cent grant towards the cost of the engine and installation but will have to find the rest ourselves," he said.

"We are looking for some kind of compensation, but it

UP TO THE LIMIT GRP HULL

A GRP boat designed to squeeze under the 40 ft. (12 m.) DoT safety survey limit is to be moulded by Cygnus Marine in Cornwall.

The GM40 will be available early next year and is to be a stretched version of the present GM37. Building a new mould would have almost priced the boat out of the market.

Boats will have an overall length of 41 ft. 6 in. and a registered length, 38 ft. 6 in. will be 14 ft. and draft, 5 ft. 6 in. Displacement will rise some three tons above the GM37 to around 21 tons.

Cygnus says this boat will extend its range out of the day-boat market. It is aimed especially at local line boat operators now working up to 50 miles from port; also greibers who will be able to carry more gear and inshore fishermen.

Chris Fub Brook, a director of Cygnus Marine, told *Fishing News*: "The current GM37 is a very beamy, deep vessel and lends itself very well to a 4 ft. extension at the transom. The keel and buttock lines are carried more aft, and the vessel is to be ballasted down an additional 6 in."

"The current hull is also fairly high sided and no modification of the sheer is required. By bringing the keel aft, we can swing propellers up to

42 in. in diameter on 3 in. stern gear. This means that the GM40 could take a Gardner 8LXB on 3½ in. instance.

"Basically there will be 50 sq. ft. of additional deck space on the GM40 compared to the GM37 and, coupled with a bigger engine, the deeper draught and bigger displacement, it will make a good 50-mile fishing boat."

"Hulls complete with frames, engine heads, bulkheads, deckchairs, etc., will cost in the region of £9,000, with complete boats to WFA specifications starting at £38,000 with a Gardner 8LXB, Lister JW or Kelvin RG, etc., engine."



Profile of an aft wheelhouse GM37.

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50 years ago

JULY 23, 1927

FIRST steel drifter-trawler built at Lowestoft. She is *Ocean Breeze*, a 90-footer.

ONE OF Fleetwood's oldest smack fishermen, William Wright, celebrates his 90th birthday. He came to the port in 1858.

FLEET of 55 armed vessels start patrolling Alaskan waters to beat fish pirates and salmon poachers.

FRENCH fishing port of L'Orient is opened. Building work took eight years and cost 45,000,000 francs.

LONDON fish merchant advertises salmon frozen by new and superior method at 1s. 1d. per lb.

HOLYHEAD herring season starts.

MUSSEL beds at Knott End, in the River Wyre, polluted and gathering will soon be stopped.

It is impossible to give damage down to any one company. "The compensation is set up by the oil company covers damage to fishing and not to boats."

The matter is being set up by East Aberdeen's Mr Douglas Henderson.

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Two of the port's stern trawlers, *Ideno* and *Nortna*, have also been switched to their fishing after the success of *Armana* and *Novena* in similar role.

Last week *Armana* and *Novena* put up another good haul to gross a total of 7,008.

Armana, commanded by

Skipper Victor Buschini, landed 1,148 kits, including 15 of hake, more than 900 of cod, 50 of haddock, 50 of coley and 20 of dogs which sold for £31,588.

The other half of the team *Novena* (Skipper Bernard Birley) landed 1,054 kits — 10 of hake, 650 of cod, 80 of haddock and 170 of coley — for a grossing of £26,322.

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Manx herring hits £48

HERRING prices in the Isle of Man shot up to a record £48 per unit last week. And prices are sure to go even higher as more buyers arrive on the island.

Herring is now a scarce commodity throughout Europe and there is a strict conservation quota of only 13,200 tonnes on the Manx fishery.

Local kipper curer and fish merchant, Peter Canipe, said at the weekend: "The day of cheap herring is over." It is feared that the island's kipper industry is in danger

of being priced right out of the herring market by continental buyers.

Kippers are currently retailing at 50p per lb. But with record prices for herring and the island's curing season likely to be shortened by a dearth of fish, he warned: "The price is likely to be 70 or 80p per lb. before long."

Mr. Canipe was one of the

chairman, Roy MacDonald, who is also Manx MP for the west coast fishing port of Peel.

After an inspection of ports, he left by minibus.

He also talked with other officials and local harbour board

captain Peter Dingemans, the new commander of Britain's fishery protection squadron, flew to the island and met the chairman of the Manx Government's Fisheries Board, Norman Crows, and the Lt-Governor, Sir John Paul.

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Ross Kipling



TRIP FIGHT—MAN BAILED

A 22-YEAR-OLD fisherman was last week remanded on £160 bail with conditions following an incident on the Grimsby distant water trawler *Ross Kipling*.

John Burton was remanded until August 9 after appearing at Grimsby Borough Magistrates Court.

It is alleged that, on the high seas, he caused grievous bodily harm to Peter Hardy with intent.

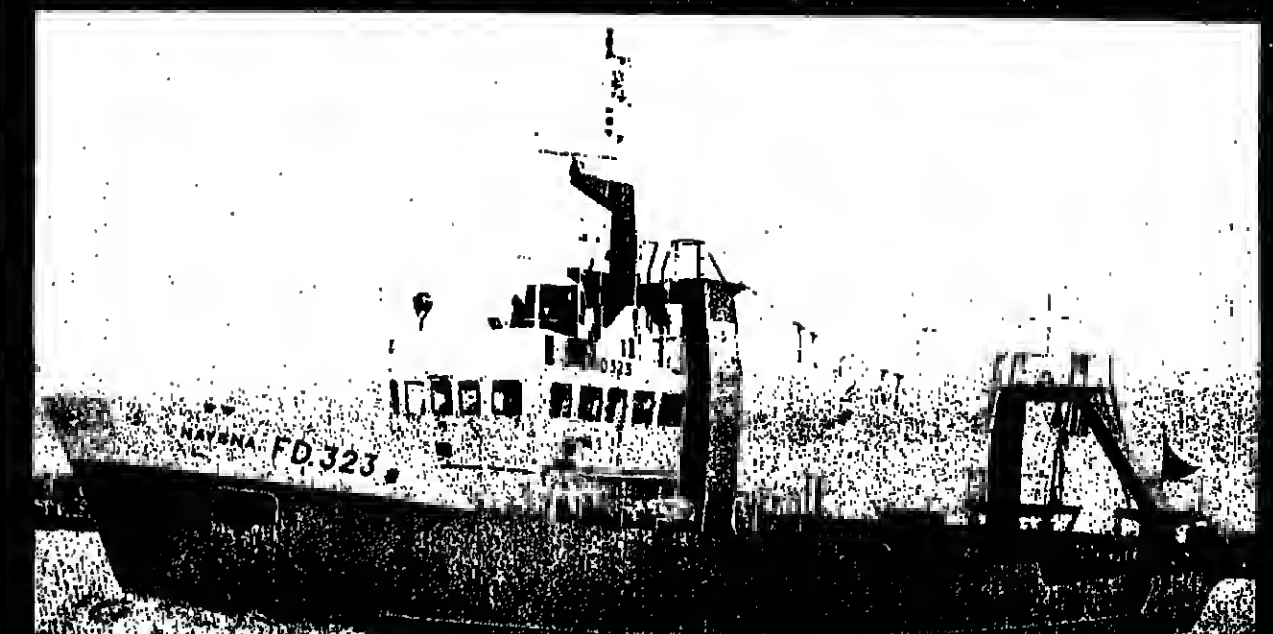
The incident was described

as 'serious' by Grimsby police, who hoarded the trawler anchored in the Humber off Grimsby shortly after she had sailed when it was learnt Mr. Hardy had been injured in a fight.

Mr. Hardy was brought ashore by tug and taken to hospital where his injuries were described as 'not very serious'. He was detained for observation.

There were unconfirmed reports that Mr. Hardy had been hit with a bottle.

...all the way with DECCA





"WHAT I have I hold", Skipper David Bevan of the Scarborough steel inshore boat *Cassamanda* seems to be saying. The 88230 Weimar low-frequency sonar was fitted to his command during Catch '77 and left Skipper Bevan deeply impressed with its performance. The sonar was installed on the night of June 17/18 in time for trials to be carried out before dawn. A delighted Skipper Bevan told *Fishing News*: "On this morning's test I was very impressed with the longer range. We marked a wreck on the hard ground, which is not the easiest thing to do when a lot of the big sonars don't mark wrecks on hard ground." *Cassamanda* is already fitted with the Weimar 88230 high frequency model and Skipper Bevan added: "We had the definition from the high frequency, but wanted the low frequency to give us a longer range." Importers and distributors, Seabourne Electronics Ltd., and local agents on Humberside E.M. Electronics Ltd. of Hull, carried out the installation.

Engel

THE German firm of Hermann Engel supplies nets throughout the world to almost all classes of vessel.

The UK and Irish agent for Engel, Dunmore Marine Supply Co., was represented on the stand and demonstrations of a range of Engel trawls were held in the White Fish Authority's flume tank during the show.

On the stand was a model of the new high-opening Balloon white fish bottom trawl designed for single- or two-boat operation.

The net can be used by vessels up to 2,000 hp and is suitable for rough ground. All the algae are that boats will be mowing on the Cornish mackerel grounds this autumn and Engel has orders for mackerel trawls from Humberside deep-sea trawler owners plus serious enquiries from Scottish and Irish interests.

Last winter an Engel single boat mid-water mackerel trawl was used to great effect

CATCH '77 review

Another look at the Humberside show

by the new 80ft. Lowestoft vessel *Boston Sea Ranger*, owned by the Boston Group. In just ten weeks fishing she landed 140,000 worth of mackerel.

Similar nets have been ordered for the sister vessel, *Boston Sea Knight*, and for at least one other vessel of similar type being built for

the same owners in an English yard.

A two-hunt mid-winter net, specially strengthened and fitted with very strong mackerel bags, was also used successfully last winter by the Irish vessel *Spee Magna* and *Stephens*.

These nets handled single hauls of 140 tons without being damaged.

Mackerel trawls are also being sold to skippers in Plymouth and Brixham who are replacing existing vessels with larger, second-hand craft.

C-Power

THE Lincolnshire engineering firm of C-Power (Marine) is the largest manufacturer of Ford engines in the UK.

The firm has won the Queen's Award to Industry for its export achievements.

The award was announced on April 21 this year — six years to the day since C-Power won approval for registry as a company.

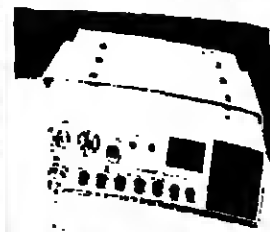
Today, more than 1,500 C-Power engines are used in 38 countries, with at least 300 being around the UK.

C-Power engines cover the horsepower range from 33 to 180 bhp and are well established along the coast, from Bridlington to Wick.

Engines on display included the 4/254, which has a continuous rating of 72 hp at 2,500 rpm and is particularly liked among the cable men. But weather in the North Sea is forcing them to fit engines in the 70 hp range.

One has been fitted to the cable *Silver Jubilee*, built at the J. Lowther yard in Whitby for E. Smithson and I. Muirhead. (*Fishing News*, May 27).

Another is shortly to be supplied to a Goodall cable.



Imported from France — the Navalec 8-55 radio telephone.

Navalec

INTERESTING new vhf unit on the E.M. Electronics stand was the Navalec 8-55 radio telephone.

It is imported from France through Pleto Marine Trading Co. Ltd., the exclusive UK distributors.

This unit opens the door to a new age in international marine vhf radio communications due to solid state micro-circuitry.

The corrosion-proof 8-55 is one of the simplest units on the market to operate with automatic push-buttons instantly selecting the desired channel. This then appears on the central screen in vivid LED digital read-out figure.

There is a special push-button monitor for channel 16 and other buttons select international frequencies. The telephone hand-set is also switchable for speaker output.

Navalec's 8-55 vhf radio telephone has recently been type-approved by the MOD for operation either from 12 volt or 24 volt dc supply.

The unit provides a maximum output permitted, a full 25 watts, and can be switched to one watt for marine communications.

It is designed to transmit on 65 marine channels and will receive on 69 through full modular construction with printed circuit boards.

Navalec is one of Europe's leading distributors of marine electronics and its new 8-55 compact, lightweight and elegant styled vhf unit, therefore, is available generally through UK agents at a recommended price of £85, excluding VAT (VHF unit extra).

Arco

AVAILABLE through the Arco Group for the first time at Catch '77 was the long-awaited 'fisherman's working/notation' suit.

This simple, yet highly effective, suit and brace is vital sailing in a very close compromise between buoyancy aid and the

traditional fisherman's working garment.

The suit, of high-visibility orange extra strong polyurethane-coated nylon with all-sewn seams, is designed to support a man face up in water for at least half an hour after accidental immersion. This should be long enough for a rescue operation.

Arco stresses the suit is not intended as a replacement for a lifejacket, but at £38.75 direct from Arco it looks like being an insurance policy many fishermen are bound to look at carefully.

A feature of the bib and brace trousers is the Velcro-fastened fly opening. This was included in response to many complaints of fishermen.

Duerr

THERE were two sales of a new small hydraulic trawl winch on the PNP Duerr stand during the show.

The model on display had been sold prior to the show for use aboard a small GRP vessel in Lymington, Hampshire, and the orders came from north-east coast owners.

Named the Mk.11 Trawl Winch, it utilises the Duerr Mk.11 anchor winch gear-box which has been used for 20 years. The winch has a pull of 1 1/2 tons and a pull of half a ton when three-quarter full.

Each drum has capacity for 1,000 ft. of 8mm. wire and the winch is of lightweight, simple and robust design.

It has dog-type clutches and its screw brakes are controlled by 6 1/2 in. handwheels.

The drums have 4 in. diameter and lift flanges. There is a whipping drum keyed to each of the main shaft outside the support bearings.

Overall length of the winch is about 5 ft. and the hydraulic system utilises a medium pressure vane-type pump and motor.

There was terrific interest in the PNP Duerr Trawlmaster mini net haulers, as they fit in with the growth in trammel netting along the English north-east coast. Eight are already in use and a further ten will go to the area.

A net hauler and captain is being supplied to a cable hauler built by William Clarkson of Whitby for a Mr. Cole of the small Yorkshire village of Rumbold Bay.

At present 122 vessels in the north-east have Duerr net haulers. The net hauler can easily be interchanged to use the existing pump.

Trawlmaster net haulers have a pull of up to 1,500 lb. and a wide speed range up to 355 ft. per minute.

The type WNH hauler, which is particularly popular has a central hauling drum faced with toughened rubber and GRP wings to handle larger nets.

It has a steel frame and can be supplied for suspended or rail mounting.

Norgear

MAKING its first appearance at a UK fisheries exhibition was Norgear A/S, one of Norway's most progressive engineering firms.

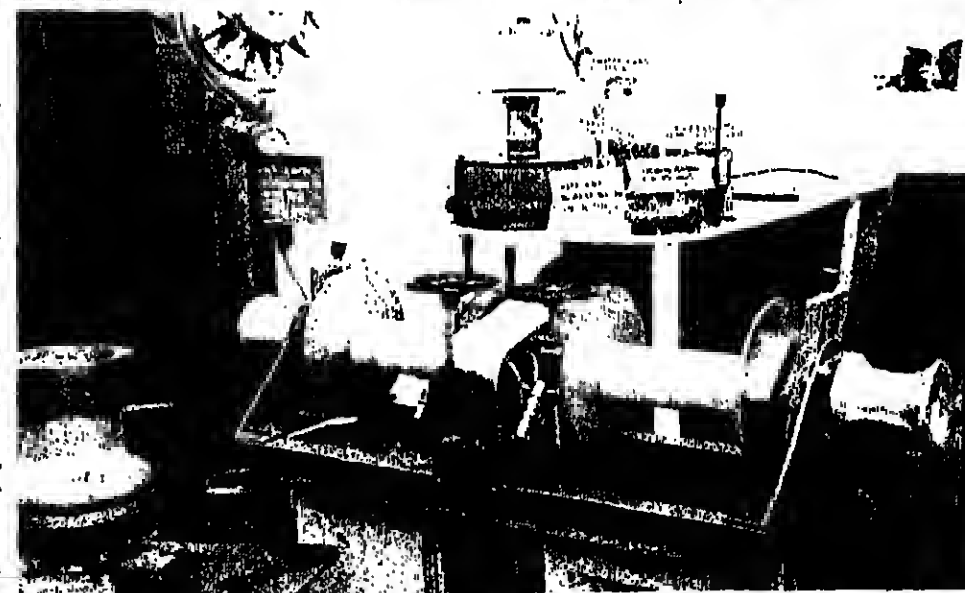
It brought to Hull a comprehensive display of high quality gears and gearing systems. The company's precision work and technical developments, mainly in fishing systems, has taken it



Above: model of the latest Engel Balloon high-opening bottom trawl for single or pair fishing. Below: bib and brace trousers of Arco's working/notation safety suit.



Tremmel net hauler (left) and multi-shafts pedestal-type hauler on the Lonsdale stand.



Above: PNP Duerr's Mk. 11 Trawl Winch brought orders from two owners; this unit is for a south coast GRP boat.

into the top flight in this specialist field. It used Catch '77 as a platform to launch itself in the UK.

A Norgear spokesman told *Fishing News*: "Our main aim was to establish contacts over here and we are well pleased with the inquiries which we hope will lead to Norgear agencies throughout Britain."

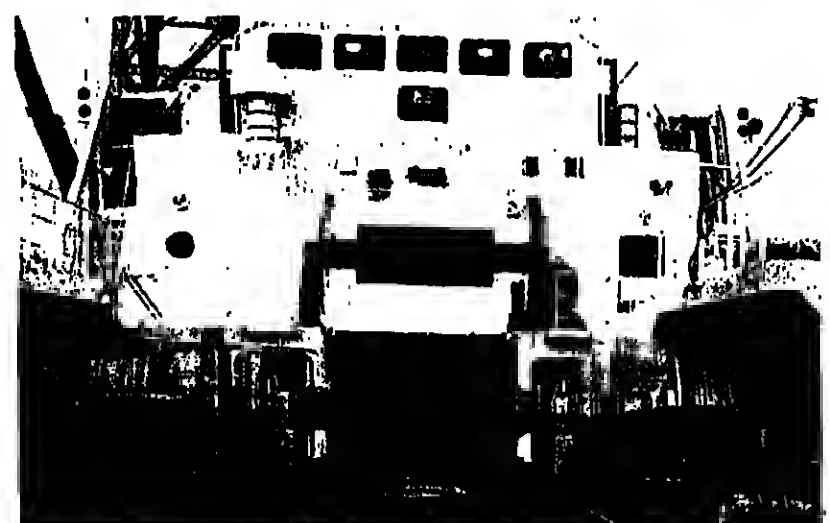
"There has been a great amount of interest shown in our gears as well, particularly the custom-built 'tailored' gears we make to any specification."

"Our specialist techniques enable us to produce any type of gearing, irrespective of size, with a very quick delivery at a moderate price."

Norgear's big range of gears covers the popular Multidrive hydraulic systems, bow thruster gears, standardised wormgears and main propulsion gears. Norgear exhibited at Catch '77 was the Type KVTM GR

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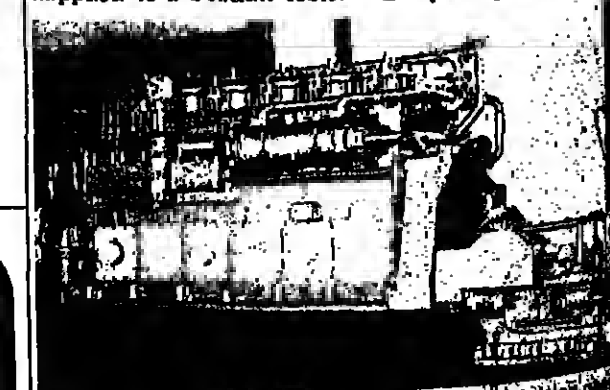
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B. & W. Alpha's new six-cylinder diesel with reduction gearbox.

Alpha

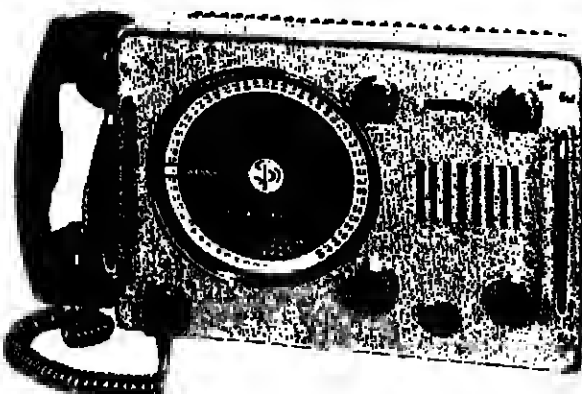
SEVENTEEN British fishing vessels have been fitted with Alpha propulsion systems since the firm entered the UK market just a few years ago.

A lot of interest was aroused in the new 400 28 GVC package system which comprises two-stroke engine, reduction gearbox, controllable pitch propeller, nozzle and

version of the direct drive type 400 28 VO.

The engine speed has been increased to 450 rpm to give a bigger power output and a 21% reduction in fuel consumption. On the other hand, the six-cylinder system has a development of 280 hp at 450 rpm. Agents of the system are: Ltd. of Brixham, Devon; and Ltd. of Brixham, Devon.

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